

# CASUALTIES FOLLOW BRIDGE ACCIDENT

clear track, and it proceeded. The train was moving at the rate of about four miles an hour. The engine had just cleared the northern half of the drawspan, and was coming upon the central pier of the bridge in the center of the draw, when the northern half of the draw gave way.

On it at the time were the tender and one express car which was empty, and was known as a "deadhead." It had been sent to Washington by mistake from Gordonsville, Va., and was being returned there.

The tender was the first to go down. It started to pull the engine in after it, but Engineer Saunders threw the throttle wide open. In spite of the impetus thus gained, however, the engine was dragged backward several feet, when the coupling broke, and then it shot ahead to safety.

At this moment Fireman Woods was standing on the tender, with one hand on the guard rail of the engine. Feeling the platform beneath his feet give way, he tightened his grip, with the result that when the tender sank, he was left clinging to the engine. He was thrown against the latter with such force as to split open his forehead, but he sustained no serious injury. He was quickly hauled to safety by Engineer Saunders.

**Coaches Drawn In.**

As the tender went down it also drew after it the coaches following behind. First came the empty express car, then the regular combination express and baggage car, No. 146, in charge of Express Messenger Conductor Taylor, then a coach, then the sleepers. The train is the one known as the "F. P. V.," a through train from New York to Chicago.

In the sleepers were about eighty passengers, bound for Cincinnati and Chicago. The single day coach was filled with local passengers. The safety of all in the rear of the empty express car is due to the short span of the bridge which went down.

When the tender had fallen, the "empty" still coupled, rested from the tender, at the bottom of the river, to the pier at the beginning of the draw, at an angle of 45 degrees, and prevented the rest of the train from coming over. The impact, however, was sufficient to crush in the front end of the express car. The latter, however, was pushed far enough for the front trucks to come into space and drop from under the car.

After the crash the empty car toppled over into the river, on the eastern side of the bridge. There was less excitement, perhaps, than ever attended an accident of similar proportions and possibilities. The passengers were badly shaken up, and a few were bruised, but there was nothing like a panic. Conductor Pettus was in the day coach collecting tickets at the time. He was thrown about twenty feet, but escaped injury. Rushing out, he ascertained the extent of the accident, and, returning to the cars, assured the frightened passengers that there was no more danger. An hour and a half later the wrecking train, in charge of Engineer J. R. Cox, arrived, and the coaches were drawn back to the railroad station.

**Excitement in the City.**

There was great excitement throughout the city at the time of the wreck. The crash was so loud that it was heard

for miles, and the report went out that the entire train had gone down. The police and fire departments were notified, and Major Sylvester took personal control for the former and Chief Belt for the latter.

The reserves for the First, Fourth, Fifth, and Sixth police precincts were called out, and Captains Pearson and Gessford and Lieutenant Mathews, of the Fourth precinct, were soon personally on the scene. As there was no danger of fire, Truck 12 was the only company sent to the bridge. Owing to the late hour crowds were not excessive, and little difficulty was experienced in handling them.

This morning, however, the police had their hands full. Sergeant Kramer, of the Fourth precinct, was still on duty, and established a cordon at the north end of the bridge, keeping back the merely curious. The scene at the wreck was well worth an attempt to pass the lines. On the bridge still stood the wrecked express car, while, protruding from the water were the twisted timbers and the rear end of the empty express car.

On either side were the railroad tracks and a pile driver, the latter rigged as a derrick for the hoisting of the debris, and later to drive the piles for the temporary structure to be thrown up by the railroad companies for the passage of trains. Just behind was the Vigilant, prepared to drag for the body of Eckhart and the unknown trains.

**Bridge Repairs Hampered.**

Between the sheer end of the bridge and the pier of the draw lay a float, on which worked employees of the railroad, engaged in removing the smaller pieces of the debris. The rest of the water was covered from sight by rowboats, some of the property of the railroad companies, the others belonging to the curious. Despite the vigilance of the police, so many had obtained access to the bridge that the labors of the railroad men were considerably hampered.

Among those who have not yet gone to bed, though on duty all night, is Frank Taylor, the engineer in charge of the draw. To a reporter for The Times Mr. Taylor said he would not leave the bridge until the recovery of the body of Eckhart, his partner.

Taylor said that as soon as he heard the crash he ran upon the roof of his boiler room and called out for Eckhart several times, but received no reply. He then felt confident that he had perished in the wreck, a fact that was attested by the subsequent finding of his hat, as it appeared from beneath the wreck, by Policeman Frank Hughes.

Taylor says that the draw was last opened yesterday afternoon at 3:45 o'clock. The draw was then turned by hand, no steam having been used since Thursday. At that time there was no indication of unusual weakness.

Besides Fireman Woods, who had been sent to the hospital, the only other injury was to Bicycle Policeman Harry Evans, of the Fifth precinct, who was hurrying to the wreck on his wheel when he was run over by the carriage of Sergeant Kracher, of the Fourth precinct. His wheel was wrecked and he was so badly bruised about the head and body that he had to be sent to the Emergency Hospital.

A narrow escape was that of Cecil Taylor, the messenger. He was thrown about twenty feet, landing beneath the cars. He escaped injury in some miraculous manner.

# BLAME FOR ACCIDENT

## PUT ON PENNSYLVANIA

Sole Owner and Manager of Long Bridge.

# WARNED BY OTHER LINES

Southern Roads Forced to Use Light Engines—Local Business Men Indignant—Two Days' Delay.

According to statements made by the officers of the Southern railroads, the Pennsylvania is much to blame for cutting off the National Capital from the South.

The Pennsylvania is the sole owner of Long Bridge. The bridge was condemned by the United States engineers long ago, and the Pennsylvania has charged the Southern railroads heavy rental for the privilege of passing their trains over the structure.

The Southern railroads appealed long ago for a better bridge, and at last the new one just above the collapsed structure was planned. Work is being rushed upon this structure, and it was said today it could not be made ready for trains in less than four months.

Only a few days ago a sudden rumor sprung into life that a collapse had taken place exactly as it did last night. Southern Railroads have had to change engines daily at the Virginia end of the bridge. Heavy engines were cut off, and the lightest that could be found pulled the trains into Washington. The engine of the Chesapeake and Ohio which was pulling the train was one of the smallest owned by the company. Said an officer of one of the Southern railroads this morning:

**Often Warned.**

"We have been warning the Pennsylvania for a long time that something was sure to happen. We were being constantly warned to use lighter engines and fewer cars on each train. This was being done, which accounts for so few cars being on the Chesapeake and Ohio flyer. The train was going only four miles an hour, being pulled by a very small engine, and the cars were light. It has been only by running the lightest kind of trains over the bridge that it has stood so long."

The Pennsylvania is losing no time in beginning repairs to the old structure. Word was sent to Chief Engineer Brown, at Philadelphia, a few minutes after the accident happened, and he at once sent word to the members of the Alaskan boundary commission to the United States, from Hawaii, Canada, and the West Indies.

Among those present were United States Senator H. M. Teller and Sovereign Grand Commander I. H. Sterns, of the Canadian Jurisdiction. The biennial convention of the supreme council of the thirty-third degree of the Ancient and Accepted Scottish Rite of Freemasonry for the Southern Jurisdiction held its first session this morning in the temple of the society in Third Street.

The Hon. James Daniel Richardson, of Tennessee, grand commander, delivered the allocution in the presence of several hundred Scottish Rite Masons who have gathered here from nearly all parts of the United States, from Hawaii, Canada, and the West Indies.

Chief Bridge Engineer E. S. Shand, of Philadelphia; Division Engineer Stuart, of Chester, and Assistant Engineer Robert Farnham, who has charge of the work on the new tunnels, were on the scene. A little after daylight with range of men and wreck trains. These trains were contributed by the Southern, as well as the Pennsylvania and the Richmond, Fredericksburg and Potomac. The stone scows, which were the new bridge, were towed down to the scene of the wreck, and were soon at work removing timbers.

**Shippers Are Angry.**

Severe criticism is aroused by the collapse of the bridge. Carelessness on the part of the railroads in making required inspection is generally alleged as the cause of the accident. Such negligence is regarded as a menace to public safety.

Thomas W. Smith, president of the Washington Board of Trade, expressed his views on the subject to a Times reporter this morning. He has acquainted himself with the facts, so far as they are obtainable at present, and from these observations believes the railroad has shown a lack of proper caution. He believes this is explained by the fact a new bridge is being erected, and the company's wish to spend no money for repairs on the old structure.

"I truly believe a certain amount of negligence was shown," said Mr. Smith. "Inspection of a bridge is not a difficult problem when made by an expert. A single glance at a piece of timber is all that is necessary for an expert to tell whether the wood has begun to rot. The color of the grain at the end of the girder changes according to the physical condition of the substance, and the peculiar discoloration is plain to the eye of a person acquainted with handling lumber."

President Gude, of the Business Men's Association, said in reference to the wreck:

"I think this is most detrimental to the business interests of Washington. In the name of common sense and all that is right and just, I believe that bridge to be the worst outrage ever perpetrated upon civilized persons, and I do not see why we have stood it as long as we have. This and other accidents of similar nature which have occurred at that old, broken-down, ramshackle, dilapidated bridge, is only a foretaste of the terrible catastrophe that will take place there if conditions are not remedied, and very soon, too. I deem it purely an act of Providence that hundreds of lives lost and thousands of dollars worth of damage has not been done by that old bridge breaking down."

**GEN. YOUNG GOES TO MANEUVERS.**

Gen. S. B. M. Young, chief of the general staff of the army, will leave Washington for Fort Riley tonight. He will be accompanied by Captain Dickman. General Young will attend the Fort Riley maneuvers for several days and will probably return to Washington late this week.

**No Rival.**

"Have I any rival in your affections?" he demanded, merely.

"No-o," replied the lovely girl, thoughtfully.

"At least, I cannot think of anybody else I regard with equal indifference," Town Topics.

**DIED.**

BROOKE—On Monday, October 19, 1903, at 11:31 a.m., at her residence, The Cairo, Mrs. MATHIA G. BROOKE, widow of Pinsky Brooke. The deceased is survived by two of her grandsons, William Adair and William Irving.

**IN MEMORIA.**

THOMPSON—In loving remembrance of our father, Benjamin Thompson, who entered into rest twenty-six years ago today, October 19, 1878.

Gene, but not forgotten.

—By His Devoted Daughters, MAGGIE AND MARY.

# AIRSHIP INVENTORS SENDING IN MODELS

Absurd Canard, Published Everywhere, Has Burdened War Department Bureau With Innumerable Contrivances.

Airship models of many styles, all guaranteed by the inventors to fly, have poured into the War Department since the publication more than a year ago of a statement that the department was offering large sums of money to men with ideas on aerial navigation. Attempts on the part of department officials to discover how the canard gained circulation have been fruitless. No one has been able to discover where the story appeared first. It caught on like wild fire and nearly every paper in the country reproduced it.

**Some Wonderful Models.**

The results were immediate. From all sections of the country models were poured upon the department. These were turned over to the Signal Corps, and General Greely and his assistants have been kept busy examining crank ideas and denying that any inducements can be offered by the department to men who would soar in the air. Spools and thread, rooster tails, tin cans, and nearly everything else under the sun entered into the construction of the models.

**Department Gave Money.**

In 1896 and 1899 the Board of Ordnance and Fortification of the War Department allotted Prof. Langley \$25,000 of its allowance for experimental purposes and made him a similar allowance in 1899 from the same fund. This is all the War Department has ever done for aerial navigation.

The Signal Corps disbursed this money. Hence General Greely and his assistants believe some newspaper man originated the War Department bonus story in jest. They would like to find the jester, for the public has taken the story seriously, and the Signal Corps is thoroughly sick of writing denials.

**Scottish Rite Masons BEGIN SESSIONS TODAY**

Members of Highest Degree Assemble From All Parts of the United States.

The biennial convention of the supreme council of the thirty-third degree of the Ancient and Accepted Scottish Rite of Freemasonry for the Southern Jurisdiction held its first session this morning in the temple of the society in Third Street.

The Hon. James Daniel Richardson, of Tennessee, grand commander, delivered the allocution in the presence of several hundred Scottish Rite Masons who have gathered here from nearly all parts of the United States, from Hawaii, Canada, and the West Indies.

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**EDWARD CONGRATULATES ALASKAN COMMISSIONERS**

American Members Presented to King by Ambassador Choate.

LONDON, Oct. 19.—King Edward today received the members of the Alaskan boundary commission at Buckingham Palace. Ambassador Choate introduced the American commissioners to his majesty.

The Central News says that the decision arrived at by the commission was to award the King, who congratulated the commissioners on their labors.

**WATER FOR STREET FLUSHING.**

Superintendent of the Water Department W. A. McFarland has reported to the Commissioners the flushing system of street cleaning as now operated in the District uses about 23,440 gallons of water per week. The system is operated, approximately, ten hours and fifty-six minutes per week, with a flow of 24,000 gallons per hour.

**Railroad Wedding.**

Dispatches from Atlanta announce that Jerome C. Beam, district passenger agent at Atlanta, of the Southern Railroad, is about the middle of November, to Miss Lilith Gardner, of Waco, Tex. The ceremony is to take place in the Austin Avenue Methodist Church at Waco.

**B. H. TIDING DEAD.**

B. H. Tiding, who was admitted to the Emergency Hospital on October 15, suffering from excessive alcoholism, died yesterday morning at 3:30 o'clock. The body was turned over to relatives.

**MOVEMENTS OF NAVAL VESSELS.**

Movements of vessels were reported to the War Department as follows: Arrived—Eagle, at New York; Maine, at Culebra; Monterey, at Montevideo; Hannibal, at Norfolk; Wasp, at Port Tampa; Leonidas, at Norfolk; Mohican, at San Francisco.

Sailed—Baltimore, from New York for Boston; Nashville, from Colon for Guanahama; Nanshan, from Hankow for Shanghai; Mohican, from Mare Island for San Francisco.

**ST. LOUIS COUNCILMAN KILLS HIMSELF IN CLUB**

ST. LOUIS, Mo., Oct. 18.—While alone in his room in the Quivir Hunting and Fishing Clubhouse, in St. Charles county, yesterday, Isaac W. Morton, a member of the St. Louis city council, committed suicide by shooting.

No cause is known for the act. Mr. Morton had been for years identified with the Shimmer Hardware Company in an official capacity.

**MRS. PALMER BETTER.**

PARIS, Oct. 18.—Marked improvement is noted in the condition of Mrs. Potter Palmer, the Chicago society woman, who is suffering with typhoid fever. It is now thought that the danger of serious complications has been averted.

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Three-piece Suite.

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\$12.50 for 3-piece Silk Damask covered Suite.

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Correct Style \$25 Perfect Fit

This is a special bid for the patronage of men who've been paying \$35 and \$40 for Suits to order. It's an offering of quality fabrics—the best weaves from the leading English and American mills—in blacks, blues, and handsome novelty mixtures—the Suit to be made single or double-breasted, as you prefer. Fabrics and tailoring of the same high grade that you've always paid \$35 and \$40 for. We build the Suits because of our big output, our splendid facilities, and our cash business, at the special price of..... \$25

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# COLLECTION OF TAXES FOR PAST FISCAL YEAR

Annual Revenues of the District Reported by Collector Davis to Have Increased \$667,756.

E. G. Davis, Collector of Taxes for the District of Columbia, today submitted his report to the Commissioners, covering the operations of his office for the fiscal year ended June 30, 1903, together with his estimates for the fiscal year ending June 30, 1905. The estimates were published in The Times several days ago.

The total amount collected during the period covered is \$5,321,321.80, divided as follows: General fund, \$4,829,301.10; trust fund, \$548,817.88; repayment to appropriation, \$217,065.11; permit work, \$22,137.71, and guarantee deposits, \$90,990.60.

"The triennial assessment of real and personal property," says the Collector, "has resulted in an increase of the revenues of the District of \$567,756.10. The collection of arrears of general taxes amount to the large sum of \$406,173.06, which it is fair to assume, was partly due to the operation of the amended law in relation to taxes and tax sales, approved July 2, 1902.

"In explanation I would state, that the Commission on the part of the authority conferred by a provision of that law, sold at a private sale in January a number of pieces of property bid in by the District at sales of prior years, payments being required in each case of all unpaid taxes and assessments on the property sold, before issue of deeds to purchasers. This being followed by the regular annual sale of taxes in March, resulted in the collection of arrears of many years' standing. The payments on this account were further increased by the publicity given these sales, and the very excellent system of the Assessor's office in notifying delinquents of unpaid taxes on property liable for sale under this law. Hence it will be seen that the operations of the amended tax law greatly stimulated the payment of the arrears of taxes."

# LOCAL NAVY YARD ASKS FOR \$657,744

Estimates Completed by Bureau of Yards and Docks for the Year 1905.

Detailed statements of the estimates asked by the Bureau of Yards and Docks, Navy Department, for the year 1905, show the total amount wanted for the Washington navy yard is \$657,744. This is \$35,660 more than was appropriated by Congress for the year 1904.

The chief item in the estimate is \$356,200 for machinery for the extension of the power plant. An appropriation of \$150,000 was asked for the construction of additional barracks for the Washington Marine Corps.

The Bureau of Ordnance asks \$230,500 for the improvement of the naval gun factory at the Washington yard.

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